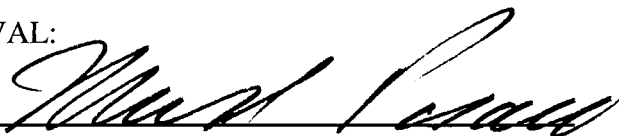


REPORT

DATE: February 11, 2004
TO: Regional Council
FROM: Rich Macias, Manager, Transportation Planning and Programming
SUBJECT: FAA Grant Application

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize SCAG to apply for \$925,550 Federal Aviation Administration grant for the purposes of Continuous Aviation System Planning, implementation plan development and to perform an Imperial County airport study.

BACKGROUND:

Each year, SCAG applies for a FAA planning grant in order to perform continuous aviation system planning as well as various aviation studies of interest to the region. This year SCAG proposes to perform

- Aviation System monitoring and Planning
- Maintain the Aviation Technical Advisory Committee (and Aviation Task Force as needed)
- Refine and enhance the Regional Implementation Plan
- Perform Imperial County Airport Study

Total Grant Application is for \$925,550, of which \$833,000 is the federal share and \$92,550 is 3rd party in-kind match. There will be no fiscal impact.

CONTINUOUS AVIATION SYSTEM PLANNING SCOPE OF WORK

1. INTRODUCTION AND ORGANIZATION

The following work tasks will be accomplished in a twelve month planning period. Organization of this continuous airport system planning process is structured to parallel the process defined in FAA Advisory Circulars 150/5050-5 and 150/5070-5 with emphasis on aviation issues and concerns within the Southern California region.

Specific technical input for the continuous aviation system planning program will be provided by the existing Aviation Technical Advisory Committee. This standing committee includes a designated representative of the following agencies: Federal Aviation Administration (Western-Pacific Region), California Department of Transportation and airport representatives.

2. CONTINUOUS AVIATION SYSTEM PLANNING

Task A: Collect and Update airport Data.

Collect and update regional aviation facility information from existing sources (e.g. Caltrans, FAA, airports). Maintain a repository of aviation information to be kept on SCAG's website. This information will be available to airport sponsors (and the general public) for assistance in short term planning and historical comparisons.

One of the major initiatives under this task will be to collect based aircraft data based upon county tax rolls within the SCAG region. This research will allow SCAG to match aircraft owner location (by zip code) with location (airport) of taxable property (aircraft) in order to track aircraft dispersal as the region becomes more urbanized. SCAG had not previously purchased this information, instead relying on airport estimates and anecdotal data, but is doing so as an amendment to the 2003 General Aviation System Plan

SCAG: Collect and compile data for update on airport and aircraft activity data
Output: Based Aircraft Inventory
Time: Ongoing.
Cost: \$60,000

Task B Monitor Air Service Trends at Commercial Airports

Establish an Air Service Trends Monitoring program for the SCAG region. This program will purchase OAG flight data and aircraft ownership data with the objective of monitoring regional commercial air service in the region. This program will assist in monitoring the success of the aviation implementation plan.

Data would be collected on many aspects of airline service in the region. OAG would provide detailed information on the number of flights, seats available, time of day operations and fleet mix changes at all SCAG commercial airports and all city pair destinations served. Data can also be pulled for all commercial airports jointly to easily track changes in the region overall. Quarterly and annual reports will be prepared that summarize major trends in theregion.

SCAG: Collect OAG data for commercial airports
Output: Quarterly and annual reports on airline service trends
Time: Ongoing.
Cost: \$60,000

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Task C: Measurement of actual aviation activity – Monitoring of aviation demand at selected airports recommended in the system plan.

Regional Commercial Service Airports: Collect data concerning aircraft operations, passenger enplanements and air cargo tonnage on a monthly basis. SCAG will collect this data from all commercial service airports, and summarize in quarterly and annual reports.

Regional General Aviation Airports: Perform periodic measurement of airport activity at general aviation airports. The quarterly survey will request information on:

1. Military Operations – Information on number of operations at regional public-use airports.
2. Commuter Activity by passengers and aircraft operations
3. Aircraft Operations - information on the number of aircraft operations (by aircraft type, if possible).
4. Quarterly report prepared.

SCAG: **Monitor aviation activity.**

Compare documented activity with forecast demand and airport capacity. Assemble data in a form compatible with SCAG data.

OUTPUT: **Quarterly and annual airport activity report.**

TIME: **Ongoing**

Cost: **\$50,000**

3. SERVICES

Task A: Public Participation Program

Specific policy direction for the Aviation Continuous Planning Program will be provided by the SCAG's appropriate transportation policy committee, composed of regional elected officials.

Technical input on regional aviation matters, assistance in data collection and identification of new aviation issues will be provided by the Aviation Technical Advisory Committee. Membership on this committee includes regional airport representatives.

Staff will attend and actively participate in meetings of various aviation interest groups in the Los Angeles metropolitan area.

SCAG: **Sponsor the Aviation Technical Advisory Committee and participate in other meetings as necessary.**

Attend and participate in meetings related to Southern California aviation and provide expertise and/or develop materials for the groups as requested. Groups could include but are not limited to the Transportation Research Board, San Diego Regional Airport Authority and local governments.

Output: **Copies of printed materials developed for the groups. Meeting Minutes.**

Time: **Ongoing**

Cost: **\$60,000**

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The public should be kept informed with respect to all relevant findings. An aviation handout serving as the executive summary for the 2004 adopted aviation plan will be produced for elected officials, industry professionals, academics, and concerned citizens. The Aviation Technical Advisory Committee will continue to identify areas of interest.

SCAG: **Produce fact sheets and handouts for elected officials, aviation industry professionals and concerned citizens.**
Output: **Media Releases, Aviation Plan handouts, SCAG aviation webpage**
Time: **Quarterly**
Cost: **\$60,000**

Task B: Technical Assistance

Counties and other local jurisdictions will have access to SCAG staff and documents as a resource which they can utilize to keep abreast of the current status and projections for those elements of aviation activity which directly impact their planning.

When a jurisdiction decides to initiate studies such as a master plan, site selection, or aviation facility expansion, aviation staff will make appropriate data and documents available to the entity. Assistance to the sponsor in preparation of pre-applications for funds will be made available. SCAG will comply with Executive Order 12372 (Clearinghouse Review) in the review of the proposed applications.

Airport Five year Capital Improvement Plans will be collected and reviewed with SCAG surface transportation plans as required by Caltrans.

SCAG: **Periodically brief the local jurisdictions on those aviation issues which impact them.**
Function as a resource for sponsors and managers, FAA local air traffic control and CalTrans.
Inform the FAA and CalTrans of local concerns which impact aviation.
Output: **Assistance to Airport sponsors and local jurisdictions.**
Clearinghouse Project Reviews.
Airport Capital Improvement Program reviews
Time: **Ongoing**
Cost: **\$88,000**

Task C: Reports, Coordination and Management.

REPORTS

Throughout the project, various technical working papers will be prepared for review by the FAA, CalTrans, the Aviation Task Force and Aviation Technical Advisory Committee. Those products of this program which recommend changes of policy or extension of the plan into new planning periods will be submitted to the SCAG Regional Council for adoption.

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COORDINATION AND MANAGEMENT

Any updates or amendments to the Regional Aviation Plan will be conducted by SCAG. Overall project management will be the responsibility of SCAG. Airport managers, aviation interest individuals and the State of California will be asked to assist on particular elements of the work program. Work associated with this task will involve preparation for meetings, recording of minutes and distribution of working papers and pertinent data.

4 REGIONAL IMPLEMENTATION PLAN

Work on the Regional Aviation Plan will be completed by the end of 2004. The work will include institutional, financial and ground access elements for implementing the aviation element of the 2004 Regional Transportation Plan.

A study will be initiated that will develop and evaluate leading alternative governance arrangements (including performance assessments) based upon the experiences of other large metropolitan areas both in the United States and in other countries. This component will focus on areas with regional airport authorities, and evaluate the roles and performance of COGs/RTPAs relative to regional authorities. The second half of the study will examine areas which have centralized their airport and transportation planning/governance arrangements in the recent past. The focus will be on identifying and evaluating the strategies developed at both the regional and state levels to create such new governance entities. The study also will analyze other recently created regional airport and related authorities in the United States and carefully evaluate the processes by which they were created. The work will be included in the Regional Implementation Plan.

SCAG: **Refine Regional Airport Implementation Plan**
Output: **Survey of examples of regional aviation governments around the world.**
Time: **October 2004-September 2005**
Staff Cost: **\$175,000**

5 IMPERIAL COUNTY AIRPORT STUDY

Initiate an Imperial County Airport Study that would evaluate the ability of a replacement airport in Imperial County to service air passenger and air cargo demand in the SCAG region as well as San Diego County demand and The Mexicali area of Baja, Mexico.

SCAG: **Imperial County Airport Study**
Output: **Report**
Time: **October 2004-September 2005**
Staff Cost: **\$250,000**
Consultant Cost: **\$30,000**

FISCAL IMPACT

No Fiscal Impact